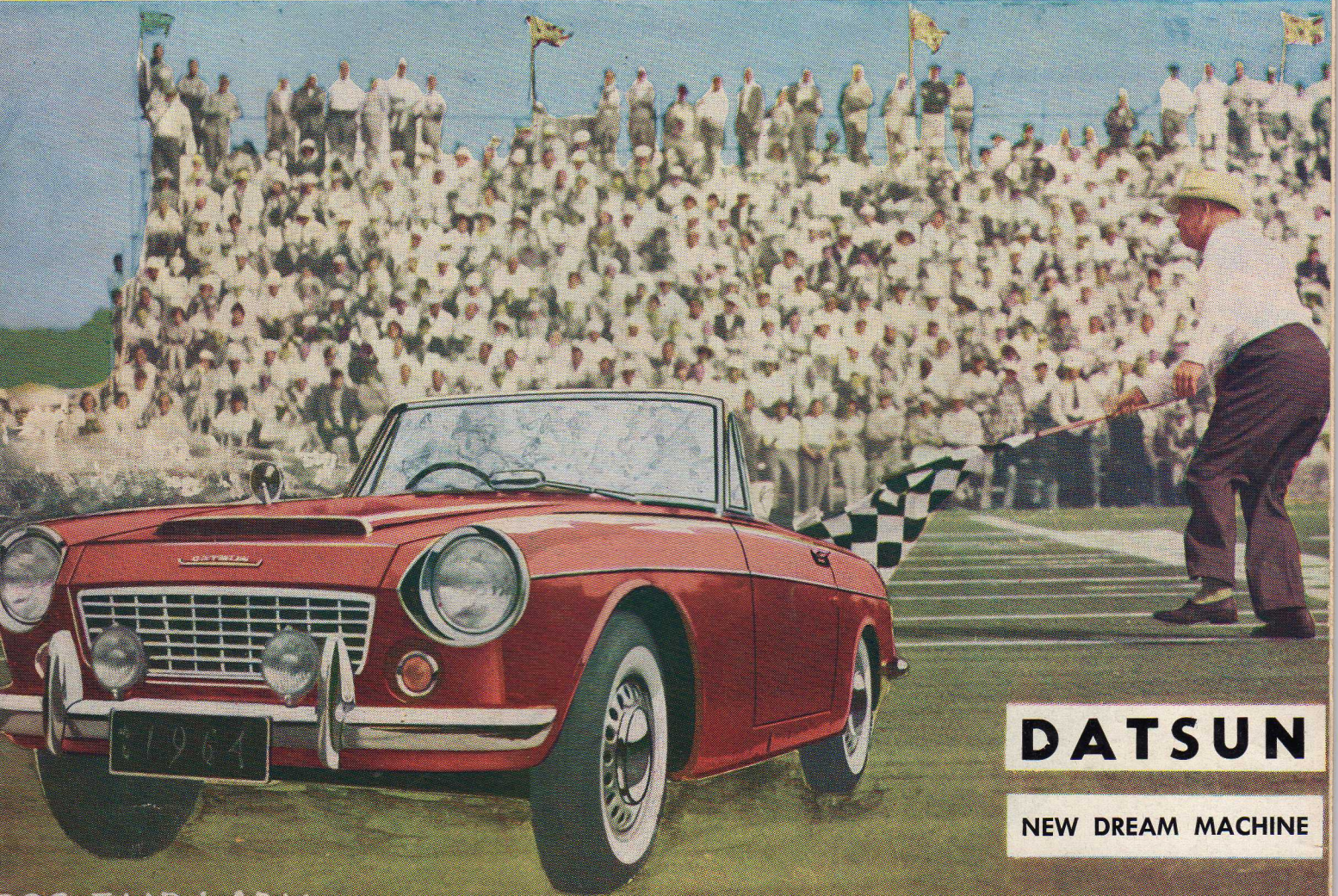


Motor Manual

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2/6

AUSTRALIA'S
QUALITY
MAGAZINE



DATSUN

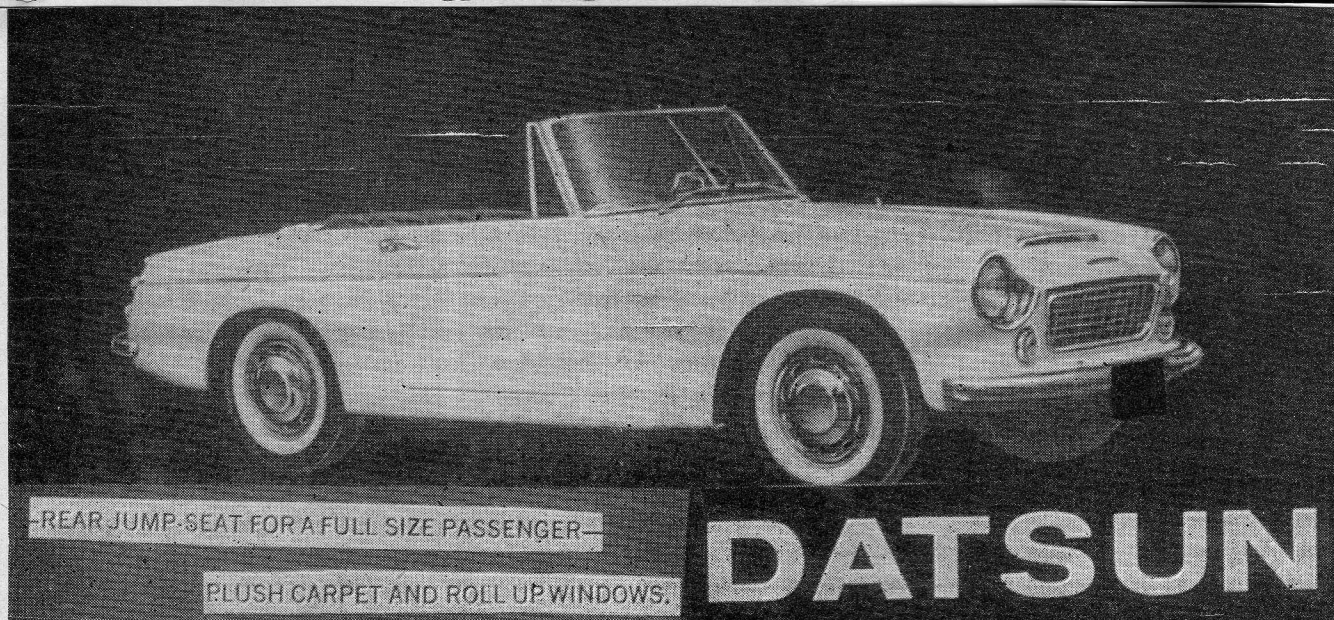
NEW DREAM MACHINE

500 FAIR LADY



Read about
this car that
does 95 m.p.h.
30 m.p.g. and
costs £1250

Registered in Australia for transmission by Post as a Periodical



THE unusual nature of this new creation from Datsun — it is a sports car — demands not only a comprehensive review but because the category is one where facts and figures are viewed critically, one set to exacting standards.

Truly there is nothing unusual about a new sports car as such but there is about a sports car from Japan.

Much of the old world's motor industry was born in an era of motor sport extravaganzas such as the Paris-Madrid race and even early American auto companies had their racing specials, for example the Ford "999".

Thus began a heritage steeped in competitive motor sport

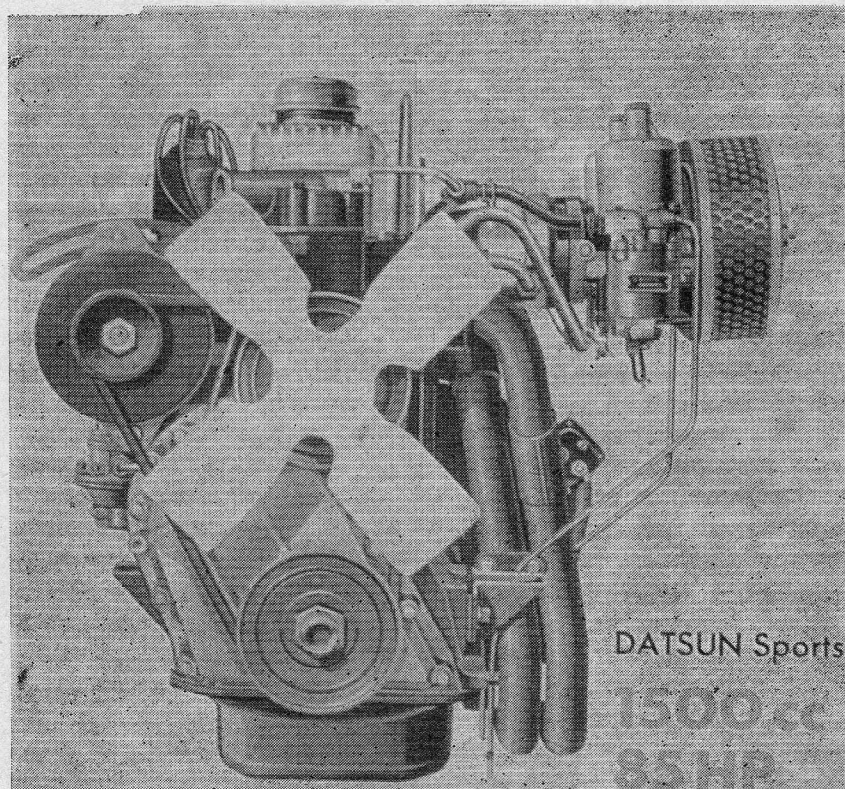
for the very fine sports models — "Spitfire", "Sting-ray" and so on — of today.

Japan's motor industry had no such beginnings. Until recent times the development of a comprehensive range of three-wheeled light commercials and conventional heavy duty trucks and buses provided the major source of experience for its designers and management.

Passenger cars were fewer and mainly of the "baby" Austin class or smaller though even pre-war Nissan produced a six-cylinder, medium-sized sedan not unlike a Graham.

Experience on which to base a sports car design was virtually non-existent.

The Datsun "Fairlady" 1500 sports roadster whilst not the first Japanese designed and built sports car, is the first to be marketed in Australia.



Road Test

Reported by Lance Lowe with car by courtesy of Arnold Glass and Capitol Motors.

As with other Datsun models much is owed — in the mechanical sphere — to the manufacturer's contact with the Austin Motor Company and the body silhouette is decidedly "MG-B".

The result, naturally enough, is a very "western" vehicle and though it differs in detail its "Austin affinity" is sufficient to promote a feeling that this could be a drum-braked, 1½ litre Austin-Healey, if such a car existed.

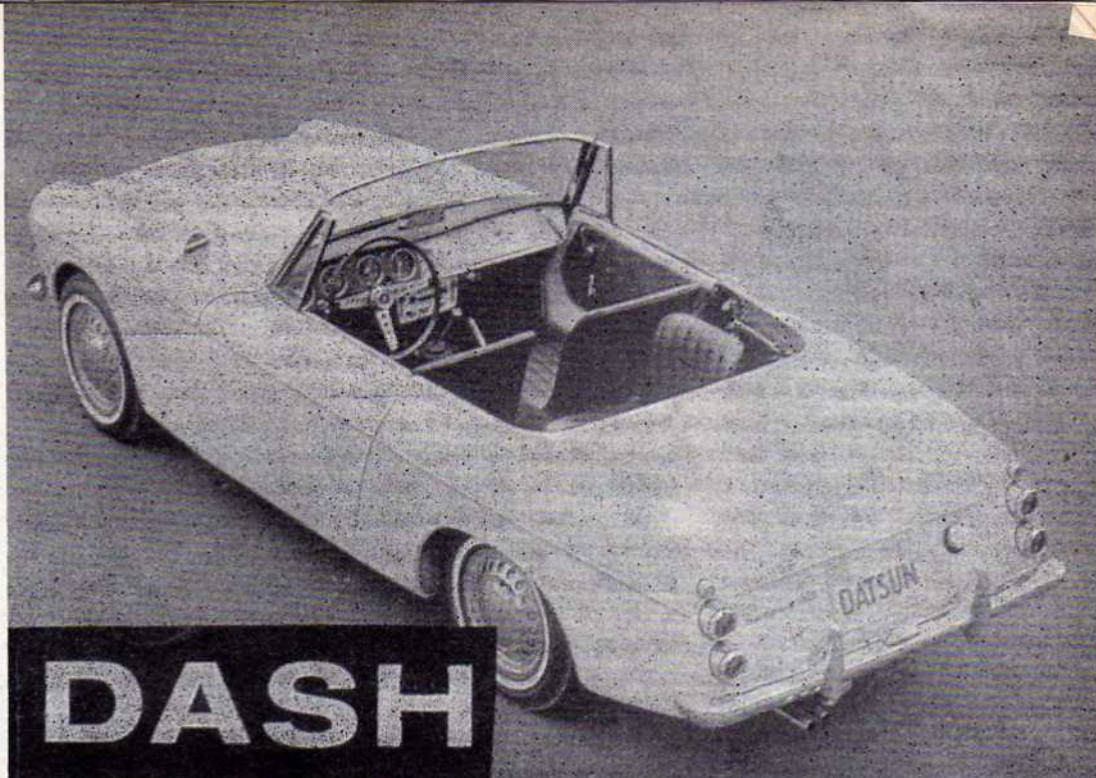
The test car was kindly provided at virtually a moment's notice by the New South Wales distributors, Capitol Motors Pty. Ltd., who therefore had no opportunity of pre-test preparation.

The Fairlady's 1488 c.c. four cylinder power plant is a conventional front-mounted, water-cooled, in-line, pushrod operated overhead valve unit of "over-square" bore and stroke dimensions.

GOOD PERFORMANCE

It develops 85 brake horse power at 5600 r.p.m. and 92 lb./ft of torque at 4400 r.p.m. giving the 17½ cwt. vehicle a very good performance.

Top speed is 95 miles an hour, hood erected, and acceleration from 0 to 50 m.p.h. takes 8.9 seconds. The car is pleasant to drive in traffic and pulls lustily from 20 m.p.h. in fourth gear.



with

DASH

THE FLASH FAIRLADY

It cruises peacefully at 70 m.p.h. (4000 r.p.m.) on open highways with plenty of power in reserve.

PREMIUM FUEL

Compression ratio is nine to one and once warm the engine pings considerably on super grade petrol. Use of an additive to inhibit this is advisable and would increase performance.

Hood down, a maximum speed of 100 m.p.h. should then be possible.

Fuel consumption averaged an economical 30 miles per gallon.

Except for a secluded starter motor, accessibility of the engine and ancillaries is good.

Clutch operation calls for strong pedal pressure. However the clutch is particularly smooth in action. Slip can be induced by over fast gear changing.

The gearbox is robust and its four forward ratios spaced to provide an even progress from zero to maximum speed. First gear does not have synchromesh, but isn't difficult to engage at slow speed.

The gear lever is conveniently placed and the gate pattern normal with reverse beside fourth.

At high engine revolutions the lever adopts an annoying vibration and the synchromesh on second and third gears can be beaten by exceptionally fast lever movement.

Unfortunately the throttles of the twin Hitachi (SU style) carburettors tended to stick, partially open and this may have prevented clean, fast down changes. It must be remembered that no pre-test check and preparation was carried out.

Footbrake performance is quite good though fairly high pedal pressure is required. No fade was experienced and the wheels resisted locking on dry sealed road. When applied heavily at high speed the brakes were uneven.

Hydraulically operated on 9-inch drums they comprise two leading shoes at the front and leading and trailing shoes at the rear.

The mechanical handbrake is commendably efficient.

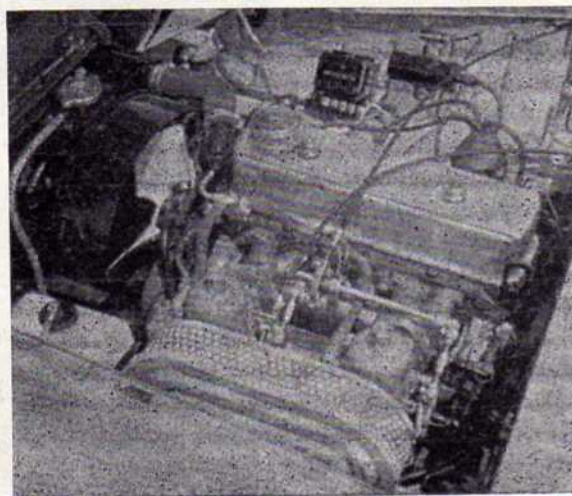
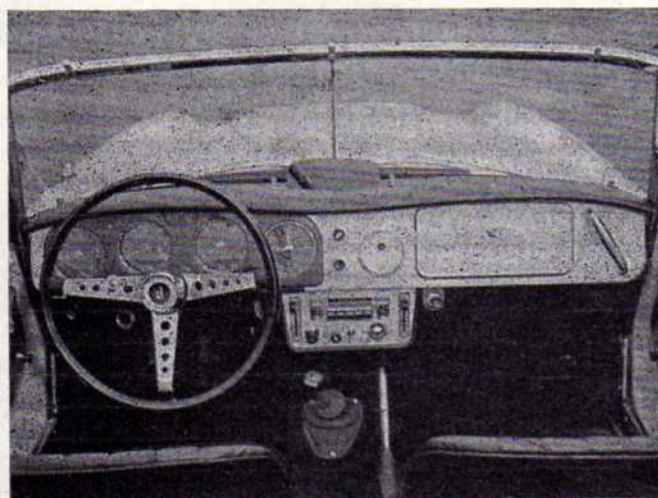
GOOD HANDLING

The Fairlady has cam and lever steering gear (14.8 to 1). This gives good control but the steering wheel is inclined to vibrate when travelling over irregular surfaces and transmits wheel shock from severe potholes.

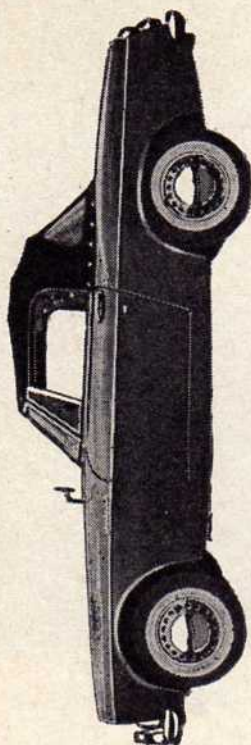
It is a little heavier than is normal on very slow corners.

The suspension comprises independent coil springs at the front and semi-elliptic leaf springs at the rear. All are damped by tubular hydraulic shock-absorbers and there is a torsion anti-sway bar at the front.

The system produces a comfortable ride, stability and excellent roadholding.



TOP: Somewhat similar to the MG-B, the Fairlady has trim lines. CENTRE: Racing type wheel sets off the neat fascia. BOTTOM: The rugged engine looks attractive in its airy berth.

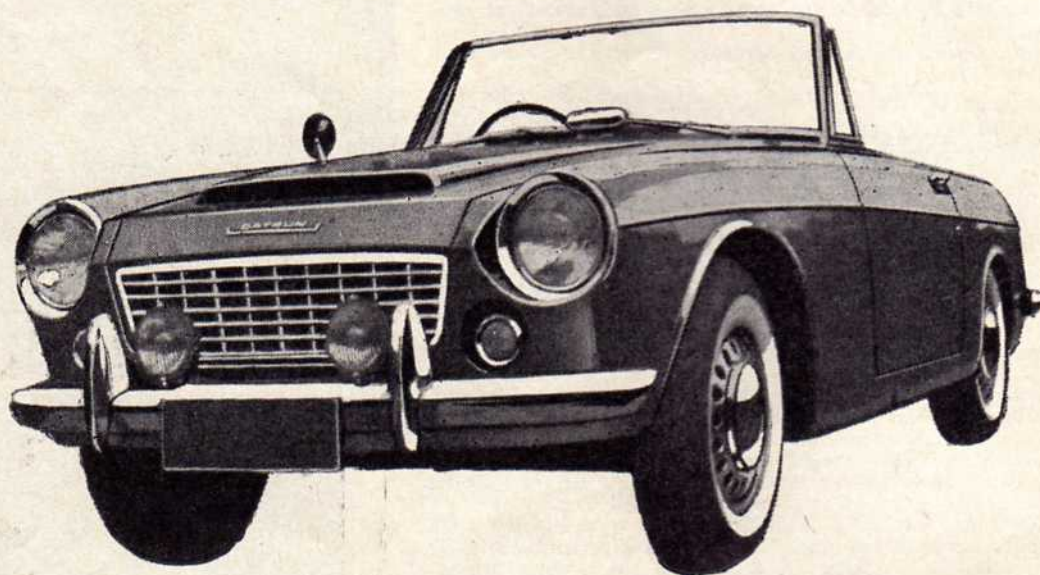


DATSUN DASH

Excitement, Verve. . . call it what you may, it's the **New Datsun FAIRLADY!**

Here's the sports car Australians have been eagerly awaiting—a sports car born and bred, with a gloriously sleek low shape and a fiery performance. This 1½ litre beauty from Japan will surprise every sports car connoisseur. 85 h.p. OHV in-line engine with a **cubic capacity of 1488cc**—twin side-draught carbs—90-100 m.p.h. The Datsun Fairlady trounced all other cars in the up to 2500cc class at this year's Japanese Sports Grand Prix—she's loaded with extras and gadgets. Price: £1265 inc. tax.

To test drive this new dream car, make a dash for your nearest Datsun dealer.



ADELAIDE: Carcycles Pty. Ltd., 122 Pirie Street, phone 8-0363.

BRISBANE: Ira L. and A. C. Berk Pty. Ltd., Sanders House, 116 Wickham Street, Valley, phone 5-3561.

MELBOURNE: City Motors Pty. Ltd., 20-28 Latrobe Street, phone 34-9251.

PERTH: Duncan Motor Company Pty. Ltd., 701 Wellington Street, phones 21-8761, 21-6434.

SYDNEY: Capital Motors (Holdings) Pty. Ltd., 65 William Street (corner Riley Street), phones 31-9051-2-3.

LAUNCESTON: Northern Motors, 106 George Street, Launceston, phone 2-1651.

DARWIN: Cavenagh Car Sales Pty. Ltd., 57 Stuart Highway, phone Darwin 3284.

Manufactured by the Nissan Motor Company, Tokyo, Japan.

Deep potholes cause the rear suspension to "bottom" and as the seat cushions are not over thickly padded this is sometimes passed on to the occupants.

However the more important aspects of the suspension give no cause for criticism. The car remains level on corners and handles particularly well.

Slides develop progressively and application of correction brings a well-mannered response.

Headlight beams provide adequate illumination for fast touring. One fog-light was inoperative and the other's beam seemed rather weak.

The windscreen wipers leave a large unswept vee in the centre of the screen. Windscreen washers are standard equipment.



PERFORMANCE BY COMPARISON

MOTOR MANUAL ROAD TEST DATSUN "Fairlady", 1500 Sports Roadster

	DATSUN "FAIRLADY"	TRIUMPH SPITFIRE	MG-B	TRIUMPH TR4
Power to accelerate				
Through gears—0-30	4.0 secs.	5.0 secs.	4.4 secs.	3.7 secs.
0-40	6.8 secs.	7.7 secs.	5.6 secs.	5.8 secs.
0-50	8.9 secs.	10.4 secs.	8.9 secs.	7.5 secs.
0-60	13.6 secs.	16.7 secs.	12.4 secs.	10.6 secs.
Max. speed in gears:				
First	22 m.p.h.	24 m.p.h.	26 m.p.h.	30 m.p.h.
Second	44 m.p.h.	42 m.p.h.	45 m.p.h.	50 m.p.h.
Third	70 m.p.h.	66 m.p.h.	73 m.p.h.	77 m.p.h.
Max. TOP	95 m.p.h.	92 m.p.h.	99 m.p.h.	105 m.p.h.
Acceleration from constant speeds in high gears.				
10 to 30 m.p.h.—3rd gear	8.0 secs.	8.6 secs.	6.5 secs.	
20 to 40 m.p.h.—4th gear	11.0 secs.	13.1 secs.	9.5 secs.	
30 to 50 m.p.h.—4th gear	11.8 secs.	13.4 secs.	8.6 secs.	
40 to 60 m.p.h.—4th gear	11.6 secs.	13.5 secs.	8.7 secs.	10.0 secs.
50 to 70 m.p.h.—4th gear	12.2 secs.	16.0 secs.	10.0 secs.	10.6 secs.
Standing $\frac{1}{4}$ mile	20.6 secs.		18.3 secs.	
Power/Weight ratio	23.4 lb.	24.9 lb.	21.3 lb.	22.4 lb.
	per. b.h.p.	per. b.h.p.	per. b.h.p.	per b.h.p.
Max. brake horsepower	85 @	63 @	94 @	100 @
	5,600 r.p.m.	5,750 r.p.m.	5,500 r.p.m.	4,600 r.p.m.
Turning circle	32'	24'	32'	33'
Turns of steering wheel, lock to lock	2-2/3	3½	2.9	2½

Optional extras in the range. Mechanical options, none. Other extras, etc., radio, heater.

The Fairlady is quite rugged structurally, being built on a separate pressed steel box-section X-braced chassis.

Its doors are large, giving relatively easy access to the front seats and it has a roomy luggage trunk by sports car standards.

The covered spare wheel is mounted horizontally on the floor leaving about five cubic feet for soft bags.

The hood is of heavy weight black canvas which should be long wearing. No rain fell during the test so its waterproofing was not checked.

HOOD ERECTION

The hood frame consists of a quite complicated set of bows and linkages and takes a few minutes to erect single-handed.

The hood is pleasantly shaped and there is sufficient head-room for most drivers.

The hood material flaps a little on the bows at speed but noise level is not high for a soft-top car.

Furthermore, the engine is mechanically quiet and though the exhaust note is "interesting" it is not annoying.

THE FACTS ON THIS FIERY FAIRLADY

	DATSUN 'Fairlady'	TRIUMPH Spitfire	MG-B	TRIUMPH TR4
Prices (incl. Sales Tax)	£1265	£1070	£1365	£1627
Fuel economy	30	36.4	25	22

The doors have wind-up glass windows and fixed quarter-lights and the rear window is a deep plastic panel with triangular subsidiaries at its extremities thus visibility is generally very good.

Front and rear floors are carpeted and there is no durable insert at the driver's heels.

The cockpit is of the familiar sports car layout with the driver conveniently disposed in relation to instruments and controls.

Seat adjustment allows alteration to suit all sizes.

The fascia is not padded though the top and instrument area are covered by non-reflecting black P.V.C. similar to the interior trim.

The instruments are directly ahead of the steering wheel which among other things, is occasionally reflected in their glasses.

They are 3½ inches in diameter and comprise clock, speedometer, tachometer and a composite unit including fuel and heat gauges and oil and ignition warning lights.

SIMPLE CONTROLS

Purists will lament the absence of oil pressure and temperature instruments and an ammeter, but at least the instruments supplied are clearly calibrated in white on a black base and are accurate.

All controls are easily identified by lettering: "C" for choke; "CL" for cigarette lighter, etc. and there are individual ventilation controls for driver and passenger.

Door pulls are near the bottom of the doors in a most accessible position.

The rear seat, also of the bucket variety, though smaller than the front ones, faces to the left side and could be used by an adult on short runs. Beware of a neckache if you use it and insist on looking out through the windscreen.

There is a handy-sized glove box and beside it a solid passenger's grab handle which could be very damaging in an accident.

Absence of limiting stops allows the passenger's seat squab to hit the fascia when moved to permit entry to the rear and if the passenger's seat is set at the rearmost point of its adjustment the squab hits the windscreen washer knob.

Despite a few criticisms, none of them arising from insurmountable problems, the Datsun "Fairlady" is a sports car of pleasant character and alert performance.

Its external finish is very good and interior only slightly less so.

At £1265 including sales tax it will be a strong competitor for those in its class and certain to gain a sizeable following.

HOW WE RATE THE DATSUN SPORTS

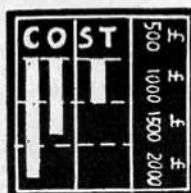
SPECIFICATIONS

SCORE CHART

	DATSUN "FAIRLADY"	TRIUMPH SPITFIRE	MG-B	TRIUMPH TR4
Styling	9	9	10	8
Bodywork	8	8	9	8
Instruments	8	7	8	9
Riding comfort	7	8	9	8
Driving position	9	9	9	9
Boot capacity	8	8	8	8
Spare tyre position	8	8	8	8
Max. speed	8	8	9	10
Acceleration	8	7	9	9
Braking	8	9	9	9
Roadholding	9	9	9	9
Turning circle	8	9	8	8
Gear change	9	9	9	9
M.P.G.	9	10	8	8
Steering	8	9	9	9

RACE WINNER

Datsun Fairlady won the sports car event in Japan Grand Prix in May at the new Suzuka Circuit Raceway, Tokyo. The Fairlady outpaced 18 other foreign and domestic cars in the B2 class for cars with 1300 c.c. to 2500 c.c. displacement, covering 15 laps in 49.4 minutes for an 109.7 kilo.p.h. average. Time of Fairlady was 6.2 secs. faster than the second car — a TR4.



Special Features:

Individual ventilation. Side-facing third seat. Fog lamps. Door pulls.

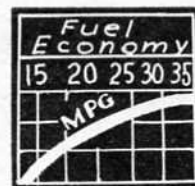
Debatable Items:

Thin seat padding. Map light location. Needs high octane fuel. No synchromesh on 1st gear.

Good Points:

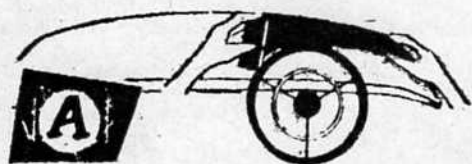
Driving position. Handling. Equipment. Economy.

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